Meeting of the Pedestrian Advisory Committee, December 5, 2012

Present: Phillip Ailiff, Neal Baxter, Jennifer Edwards, Scott Engel, Diane Hansen, Dan Herber, Donna Hemp, Peter Janelle, Jackie Knight, Don Ostrom, Julia Tabbut; Julie Danzl, Sarah Stewart, Joe Bernard, Rose Ryan, Gina Mitteco, Mike Mechtenberg, Shaun Murphy.

Chairman Don Ostrom called the meeting to order at 4:05 PM, then asked all present to introduce themselves.

Approval of the Minutes

Phil moved and Dan seconded the motion. Approved as amended.

Announcements & Agency Updates

Sarah: the North Side Greenway Project Report is on-line at the Greenway's website http://www.minneapolismn.gov/health/ship/northminneapolisgreenway.

Mike: Transit is working on improving the Mid-Town Greenway; process will take 18 months, and the first public meeting will take place in late January

Steve: Bike/Walk Twin Cities is launching a new campaign; more later

PAC Member Vacancy Update—Shaun Murphy

Shaun has received 14 applications for 3 open seats! The applications come from all around the City, so all our wards should be represented on the PAC soon. City Council will vote to fill these vacancies by February.

Diane: Why so many interested parties? What changed?

Shaun: I e-mailed the neighborhood associations in the unrepresented wards.

Dan: Let's keep those who are not chosen in our sights; their interest should be rewarded.

Cedar Avenue Sidewalk Reconstruction—Joe Bernard

Robin Garwood has a motion for PAC. From the site of the future light rail station on Washington Ave. to I-94, the sidewalk dates from 1970, and is much too narrow. Money set aside for the Hiawatha light rail line will help pay for upgrade. The walk on the west side of Cedar is 10 feet or less; on the east side 15-20 feet. A traffic lane will have to go in order to widen the sidewalk. Much of the curb needs fixing, too. This stretch of walk flouts ADA standards throughout.

We've 2 options: Encourage the County to cut a traffic lane to build more pedestrian space, or Expand the east side first (due to need), and finish the west side when the Reconstruction begins (due to cost). A meeting on this will take place at Brian Coyle hall, Dec. 18. When Robin arrives, we'll vote.

Infrastructure & Engineering Subcommittee—Scott Engel

Action Item #1: The Pedestrian Advisory Committee would like to formally thank Hennepin County and Stonebrooke Engineering for working hard to design needed pedestrian facility improvements on Hiawatha Ave. between 28th and 46th Streets.

Recognizing both the challenges of making any changes to the configuration of Hiawatha Ave. and the fact that opportunities to make such changes come only rarely, the Pedestrian Advisory Committee recommends that additional pedestrian improvements be considered. In line with the wishes of the Standish-Ericcson Neighborhood Association, the Minneapolis Pedestrian Committee recommends that Hennepin County and Minneapolis Public Works include any or all on the following bullet points as part of its crosswalk improvements:

Install continuous path crosswalks Reduce curb radius at corners Reconfigure right turn slip lanes

Install automatic walk signals, not push button activated

Incorporate leading pedestrian signals

Restore the crosswalk along the south side of 46th Street (across Hiawatha)

Plant canopy/shade trees in new median space

Motion amended (Longfellow & Corcoran NAs removed after SENA). Approved as amended.

Action item #2: PAC recommends the following list of pedestrian-related ideas for the City's capital program:

Pedestrian Master Plan High Priority Projects

Hennepin/Central/5th St. Intersection

Penn/Osseo/44th Intersection & Osseo Road from 44th Ave. to 47th Ave. N.

Franklin Ave. east from Nicollet Ave. to Chicago Ave., and from Bloomington Ave. to Minnehaha Ave. 9th Street S., from Elliot Park to Nicollet Mall

Lagoon Ave. from Lake Calhoun Pkwy to Fremont Ave.

Downtown intersection improvements

Additional Projects:

29th St. W., from Fremont Ave. to Lyndale Ave.

Sidewalk Infill Program;

Prioritize 2 projects in the current Capital Improvement Program for earlier implementation: Hennepin/Lyndale Bottleneck (current 2014/2015);

6th, 7th, 8th, 9th Streets downtown (current (2016/2017);

Support enhanced funding for pedestrian safety and Safe Routes to School within the Public Works Traffic capital fund, as well as additional funding for Accessible Pedestrian Signals (esp. Nicollet Mall).

Approved.

Action item #3: The Pedestrian Advisory Committee appreciates the attention being paid to improving the 4th Street/15th Avenue loop. These street, which essentially function as a very long driveway, encircle a complex that houses more than 4500 residents, most of whom do not own cars—the percentage of those commuting by car in this neighborhood is approximately half (and the percentage of those commuting by public transportation or on foot double) that in the City as a whole. Because it is a dense and pedestrian-centered environment, the PAC encourages developers to prioritize improvements that will benefit pedestrians and enhance their safety, including especially:

Speed tables and markings to facilitate pedestrian crossings, specifically from the Riverside Plaza across 15th Ave. to Currie Park and the Brian Coyle Center and across 6th St. at 16th Ave. to the Cedar-Riverside light rail station,

A pedestrian mall area in place of 16th Avenue South, providing improved access to the light rail station and the Hiawatha Bicycle and Pedestrian Trail,

Narrowed (9-foot) traffic lanes and widened (8-foot) sidewalks.

Motion amended ("at 16th Ave." added to 1st point). **Approved** as amended.

The subcommittee will not meet in December.

Cedar Avenue, again—Robin Garwood, Ward 2 aide

Two scenarios to consider:

- 1. Convert Cedar from 4 to 3 lanes, find additional funds, widen the west sidewalk and redo both (best)
- 2. fix the east side in 2013, fix the west side in 2014 (2nd best)

The west side of Cedar needs a wider walk, higher curbs, and the drains will have to be moved.

The County hasn't committed to deciding before mid-February 2013, so the City can seize the initiative. We encourage all stakeholders to weigh in. PAC moved the following:

- 1) Repair the sidewalks on both sides of Cedar Ave. in 2013, widening the sidewalks on the west side. Convert roadway between Riverside Ave. and 7th St. S. from four lanes to three.
- 2) If option 1 is not possible, repair the sidewalks on the east side of Cedar in 2013, and widen and repair the sidewalks on the west side of Cedar in 2014. **Approved.**

Pedestrian-Motorist Crash Information Update—Simon Blenski and Shaun Murphy

Shaun: Reducing pedestrian-related crashes is a City goal, and in the Pedestrian Master Plan. 31% of state crashes happen in Minneapolis, 17% in St. Paul. Minneapolis ranks 40th of 47 cities of over 350,000 inhabitants in these crashes. Very good, but not best.

Each year, 250 pedestrian crashes are reported, and an average of 5 fatalities. Nearly half of all crashes involve a pedestrian. No season is more dangerous than the rest. Minneapolis intends to investigate more of the crashes, review them and examine how reporting might improve.

Simon: Data makes a solution possible. Our office hopes to release a report around the end of summer. The report will probably include data through 2011, and use the data from the semaphore re-setting, too. Video and manual, on-site counts will also add to the total.

Complete Streets Workshop—Sarah Stewart

This event will take place on Dec. 11, courtesy of the Dept. of Health. At least 30 participants will recommend how to improve the City's Complete Streets policy.

2013 Meeting Calendar

Don opened a discussion about the date of PAC's January meeting. Most PAC members were able to attend on Jan. 2, so Don deemed a change unnecessary.

Don moved to adjourn at 6:02 PM. Approved.